City of Santa Barbara
California

PLANNING COMMISSION and
TRANSPORTATION & CIRCULATION COMMITTEE
STAFF REPORT

REPORT DATE:	October 16,2009
AGENDA DATE:	October 22, 2009
SUBJECT:	*Plan Santa Barbara* Travel Model Results
TO:	Planning Commission and Transportation & Circulation Committee
FROM:	Transportation Division: Robert J. Dayton, Principal Transportation Planner Planning Division: Barbara Shelton, Project Planner

I. RECOMMENDATION

That the Planning Commission (PC) and the Transportation & Circulation Committee (TCC) review the land use scenarios and travel model results used in the upcoming Draft Environmental Impact Report (DEIR).

II. INTRODUCTION

This will be the fourth in a series of *Plan Santa Barbara* joint PC/TCC meetings related to travel model development. The City's travel demand model is being used to evaluate the 2030 traffic ramifications of various land use and policy decisions that are being considered within the *Plan Santa Barbara* General Plan update process and forthcoming DEIR. This meeting will introduce the committees to the travel model results of the following DEIR scenarios:

- The *Plan Santa Barbara* project
- Alternative 1 – Lower Growth scenario
- Alternative 2 – Additional Housing scenario

The team will also be discussing the results of these scenarios in comparison to existing conditions and to the 2030 Existing Policies/"No Project" scenario.

In May 2008, Fehr and Peers presented an overview and expectation of the travel demand model at a joint PC/TCC meeting. In August 2008, Fehr and Peers presented the modeling assumption and validation process undertaken to develop the model. Finally, last March, Fehr and Peers showed how the model calibration process had resulted in the City's model meeting

and exceeding industry standards for predicting travel demand. They also presented the level-of-service (LOS) results for the 2030 Existing Policies/"No Project" scenario.

III. LAND USE AND POLICY SCENARIOS

CEQA requires that EIRs provide a "no project" analysis of environmental impacts that would occur if the project did not proceed. For a General Plan update project, this means a future growth scenario that assumes that *Plan Santa Barbara* policy amendments are not adopted and existing General Plan policies continue. This analysis functions as a baseline impact analysis against which the project impacts, and impacts of other alternatives, can be compared. At the March meeting, the consultant described the level-of-service (LOS) findings of the 2030 "No Project" alternative. The travel model showed an overall increase in congestion in both peak hours for the horizon year 2030, assuming that no changes are made in our present land use and policy direction.

Since March, the transportation consultants have completed three additional scenarios including the proposed project *Plan Santa Barbara*, which is based on the January 2009 General Plan Update: Draft Policy Preference report authorized for environmental review by City Council. The attached table (Attachment A) summarizes the land use, policy, and transportation assumptions that were used for each study scenario. The attached land use maps (Attachments B through E) illustrate how the future residential and non-residential land uses of each scenario were distributed, as assumptions for purposes of impact analysis. Future scenario development was distributed based on sites identified as most likely to have development potential.

The Mobility Oriented Development Area (MODA) is indicated on the project and alternative maps. This MODA boundary reflects earlier PC discussions. It should be noted that the MODA assumptions were adjusted for Alternative 2 in which case residential densities where focused to the north of Highway 101. The purpose of the MODA boundary is to define the area where the City will focus growth, provide the appropriate mix of land uses, and strengthen mobility and connectivity for all modes of travel. The MODA boundary was shifted north of the freeway to lesson the number of trips traveling through the interchanges during peak hours.

The variable density assumptions as well as the MODA boundaries for each of the scenarios reflect initial recommendations for the purposes of the DEIR impact analysis. Although the underlying land uses and projected range of growth are not anticipated to change, the final set of variable densities and MODA boundary will be refined to reflect the most recent community and Planning Commission discussions prior to Council adoption.

IV. TRAVEL DEMAND MODELING ASSUMPTIONS

The travel demand model output for each scenario changes based on adjustments to non-residential and residential land uses, roadway capacity, transportation policy and regulation, as well as the availability of alternative transportation modes. In addition to presenting the travel

demand model results, Fehr and Peers and Nelson Nygaard (transportation consultants) will present and describe how these adjustments within each scenario affect the travel demand model output. In particular, they will describe how the estimated trip reductions that are projected to result from implementation of demand management policies and supporting alternative transportation services and programs are conservative and supported by empirical data and the experience of other communities.

V. PURPOSE OF THE MEETING

The purpose of this meeting is to help the public and the committees understand how the City's travel demand model performs and to learn its advantages and limitations and understand questions that arise with the presentation of this information. This will enable the consultant team and staff to draft a better, more articulate transportation section within the forthcoming DEIR, and ultimately help decision makers further refine and articulate the transportation vision and direction for *Plan Santa Barbara* and how to balance among policy objectives. We are not limited to any one of the project scenarios. Parts of each scenario can be eliminated or combined to form a hybrid alternative. We will do our best to describe to you what assumptions are influencing the output in favor of meeting the objectives, which you and the City Council have set.

Attachments:

A. Table - Summary of Policy and Growth Assumptions Travel Demand Modeling Analysis
B. Figure – No Project Build Out Assumptions for EIR Impact Analysis
C. Figure – *Plan SB* Build Out Assumptions for EIR Impact Analysis
D. Figure – Alternative 1 Build Out Assumptions for DEIR Impact Analysis
E. Figure – Alternative 2 Build Out Assumptions for DEIR Impact Analysis

ATTACHMENT A

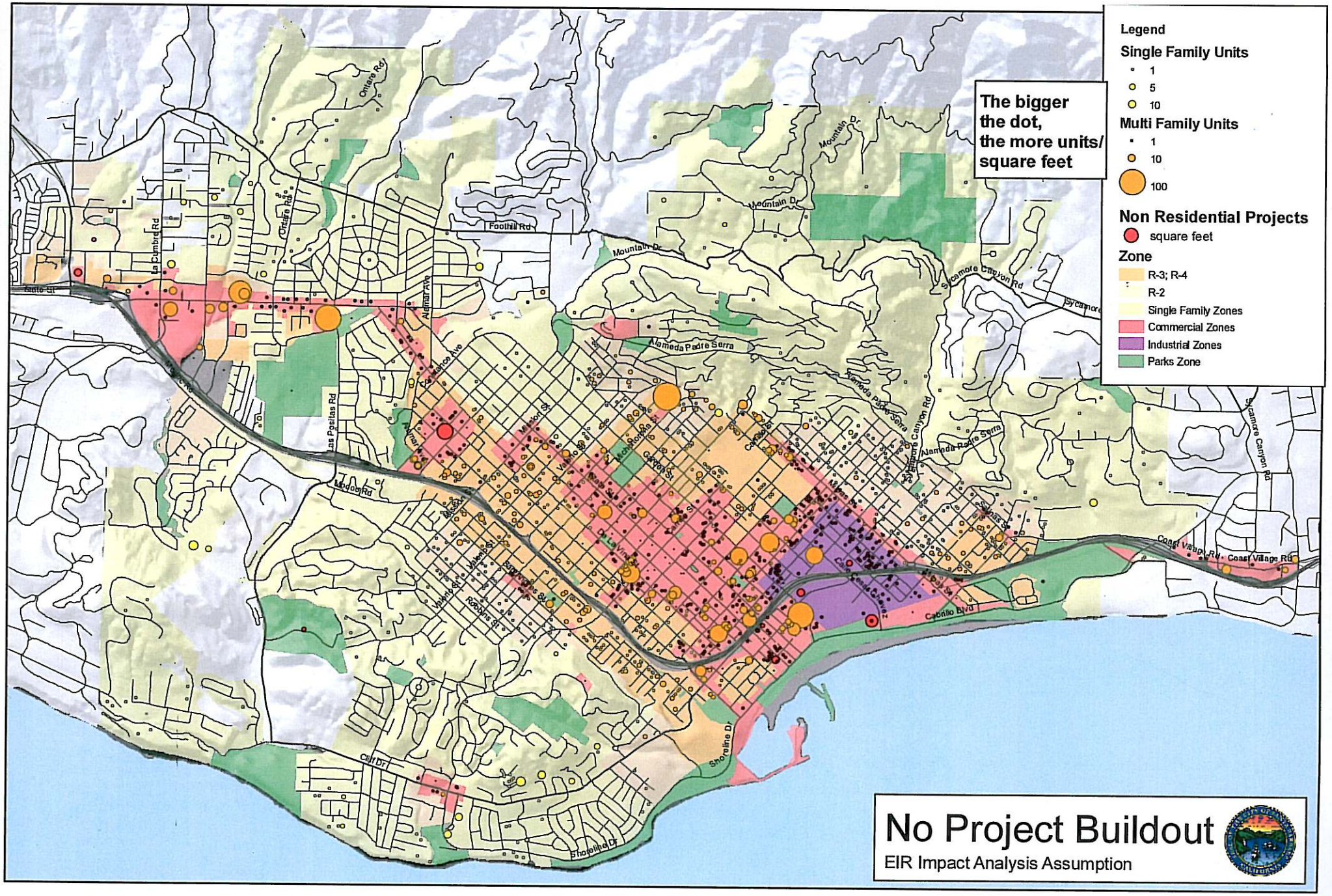
Summary of Policy and Growth Assumptions Travel Demand Modeling Analysis				
	Plan Santa Barbara[1]	**No Project/Existing Policies Alternative**	**Lower Growth Alternative**	**Increased Housing Alternative**
Growth Assumptions				
Residential Growth to year 2030 (assumptions for EIR impact analysis)	2,795 net new homes in existing City limits 403 net new homes in Sphere of Influence 3,198 total	2,795 net new homes in City limits 403 net new homes in Sphere 3,198 total	2,000 net new homes in City limits 403 net new homes in Sphere 2,403 total	4,360 net new homes in City limits 443 net new homes in Sphere 4,803 total
Non-Residential Growth to yr 2030 (Policy limit)	2,000,000 net new s.f. in existing City limits 178,200 net new s.f. in Sphere of Influence 2,178,200 total	2,291,700 net new s.f. in City limits 178,200 net new s.f. in Sphere 2,469,900 total	1,000,000 net new s.f. in City limits 178,200 net new s.f. in Sphere 1,178,200 total	1,000,000 net new s.f. in City limits 178,200 net new s.f. within Sphere 1,178,200 total
LU Policies and Assumptions				
Limits on Non-Residential Growth (within City to the Year 2030)	Continue existing Measure E policies. Limit non-residential growth to 1.5 million s.f ., and separate 0.5 million s.f. for Minor Additions, demolition/reconstruction, and annexations	Continue existing Measure E policies. Limit non-residential growth to 2.3 million s.f. (remaining unbuilt Measure E s.f. plus replenished Small Additions category, and separate 0.5 million s.f. for Minor Additions, demolition/reconstruction, and annexations).	Continue Measure E policies. Limit on non-residential growth reduced to 1,000,000 s.f., including all Measure E and Non - Measure E categories	Continue Measure E policies. Limit on non-residential growth reduced to 1,000,000 s.f., including all Measure E and Non - Measure E categories
Residential Variable Density Ordinance (EIR Assumptions for policy application to evaluate impacts)	Revised variable density provisions in MODA to encourage smaller residential unit sizes. Average density 25 du/ac assumed in MF & Commercial zones in MODA	Existing provisions based on number of bedrooms, no unit size, which result in larger market rate units, fewer total units. Average density 20 du/ac assumed in MF & Commercial zones in MODA	Revised variable density provisions in MODA to encourage smaller residential unit sizes. Average density 15 du/ac assumed in MF & Commercial zones in MODA	Revised variable density provisions in MODA to encourage smaller residential unit sizes. Average density 50 du/ac assumed in MF & Commercial zones in MODA
Residential Densities inside and outside the MODA (EIR Assumptions for policy application to evaluate impacts)	Zones / Inside MODA / Outside MODA MF/Commercial: Ave 25 du/ac / Ave 12 du/ac R-2: Max 12 du/ac SF: Ave 3 du/ac / Ave 3 du/ac	Zones / Inside MODA / Outside MODA MF/Comm: Ave 20 du/ac / Ave 20 du/ac R-2: Max 12 du/ac SF: Ave 3 du/ac / Ave 3 du/ac	Zones / Inside MODA / Outside MODA MF/Comm: Ave 15 du/ac / Ave 12 du/ac R-2: Max 12 du/ac SF: Ave 3 du/ac / Ave 3 du/ac	Zones / Inside MODA / Outside MODA MF/Comm: Ave 50 du/ac / Ave 22 du/ac R-2: Max 12 du/ac SF: Ave 3 du/ac / Ave 3 du/ac
Land Use Maps	New land use map to focus higher densities inside the MODA and limit higher densities outside the MODA.	Existing land use map would remain in effect.	Existing land use map would remain in effect.	New land use map to facilitate greater density within the MODA than *Plan SB.*
Height Limits	Height limits of 40 feet in El Pueblo Viejo District (EPV) commercial zones and 45 feet in other zones outside of the EPV.	Existing building policies per Charter, General Plan and Zoning (60 feet in downtown commercial zones and 45 feet outside downtown).	Lowered to 40 feet in El Pueblo Viejo district, 45 feet in other zones.	Remain at 60 feet in downtown commercial zones and 45 feet outside downtown.
Provision of Affordable Housing (EIR assumption for policy application to evaluate impacts)	Assumes 35% of total new home built affordable to low, moderate, or middle incomes.	Assumes 30% of total new homes built affordable to low, moderate, or middle incomes).	Assumes 20% of total new homes built affordable to low, moderate, or middle income. (City RDA tax increment funding only until expiration.)	40% of total new homes built affordable to low, moderate, or middle income. 2nd Units strongly encouraged within MODA, lower parking requirements, permit streamlining.

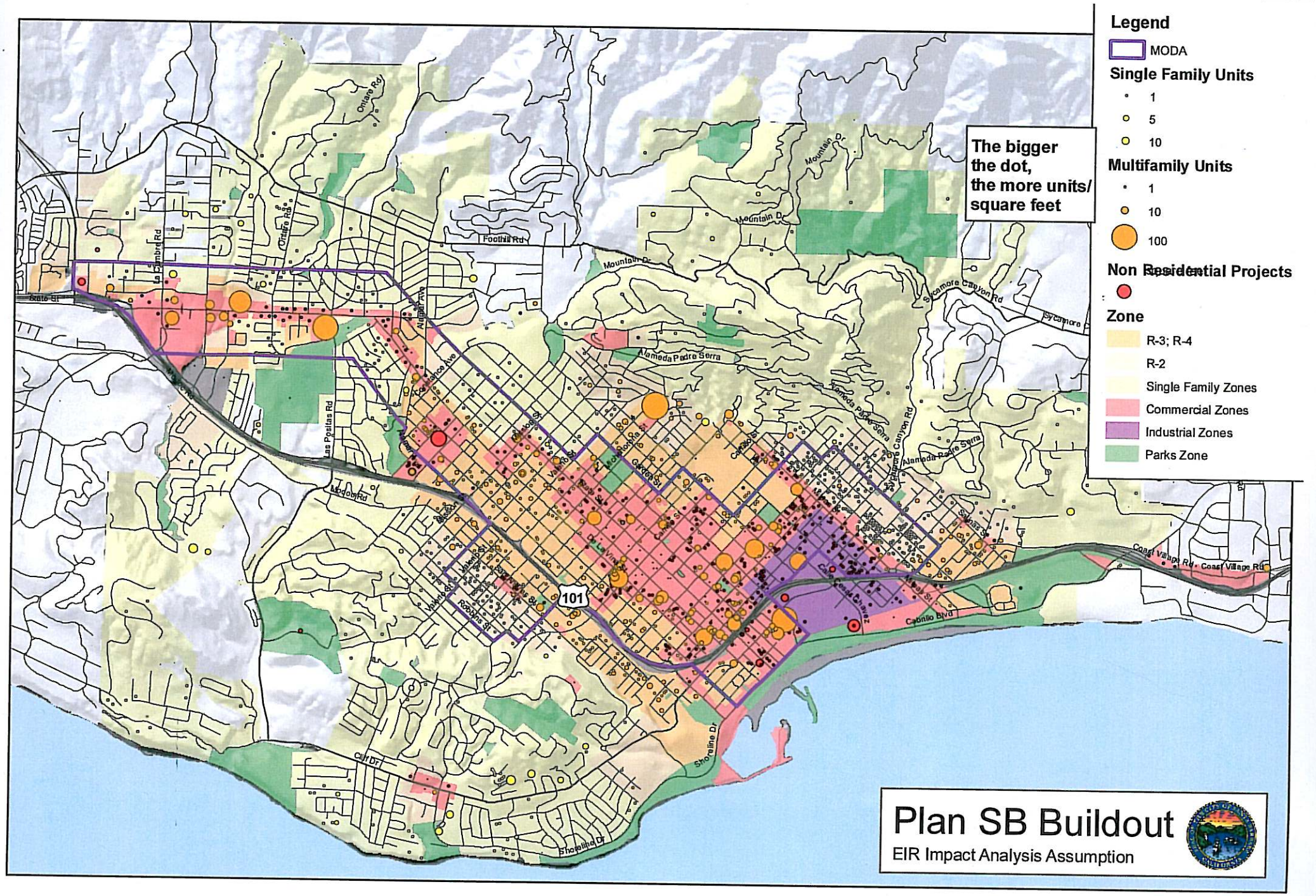
[1] The Extended Range projection uses the same policy assumptions as *Plan Santa Barbara* but extends the life of the plan to Year 2050 for discussion of a "full General Plan build-out" scenario. Projected Residential Growth would be 8,620 units. Non-residential growth would be 3,208,100 s.f.

	Plan Santa Barbara[2]	No Project/Existing Policies Alternative	Lower Growth Alternative	Increased Housing Alternative
Transportation Policies & Assumptions				
MODA Boundary	Per *PlanSB Draft Policy Preferences* Report	No MODA under existing policies, however the *PlanSB* boundary was used to compare policies.	Same as *PlanSB* boundary	Revised, smaller area keeps the MODA all north of the freeway.
Residential Parking Standards	Reduced residential parking requirements in MODA to average 1 space/unit maximum, no guest parking, unbundled parking. Outside MODA. residential parking requirements remain. 2nd Unit parking reduced to 0 space/unit.	Existing standards remain inside and outside MODA: Residential (2 spaces/unit) 2nd unit parking 1 space/unit. Commercial parking (4 spaces/1,000 s.f.) DT Parking Zone of Benefit.	Existing standards remain inside and outside MODA. Residential (2 spaces/unit) 2nd Unit parking 1 space/unit Commercial parking (4 spaces/1,000 s.f.) DT Parking Zone of Benefit.	Reduced residential parking requirements within MODA; no guest parking; unbundled parking: Ave. 0 spaces/unit maximum in DT core Ave ½ space/unit maximum along MODA transit corridors (1/2 block of Milpas, Upper State, etc.) Ave 1 space/unit maximum in rest of MODA, no guest parking. 2nd Unit parking reduced to 0 space/umit.
Commercial/Employee Parking Standards	DT delineated Central Business District area expanded to reduce commercial parking requirements by half to 2 spaces per 1,000 s.f. Outside MODA, no change to parking requirements.	Existing standard 4 spaces per 1000 s.f	Existing standard 4 spaces/1000 s.f.	O parking requirement Downtown
Public Parking Pricing within MODA	Current pricing and time limits on- and off-street inside and outside MODA	Current pricing and time limits on- and off-street inside and outside MODA	Current pricing and time limits on- and off-street inside and outside MODA	In MODA - Price increases for off-street parking; parking pricing added for on-street parking. No changes outside MODA
Multimodal Transportation	Somewhat expand pedestrian and bike paths, support of local and regional transit, and TDM programs. Implement Pedestrian & Bicycle master plan standards as projects occur.	Gradually expand pedestrian and bike paths, support of local and regional transit, and TDM programs. Implement Pedestrian & Bicycle master plan standards as projects occur.	Gradually expand pedestrian and bike paths, support of local and regional transit, and TDM programs. Implement Pedestrian & Bicycle master plan standards as projects occur.	Substantially expand pedestrian and bike paths, support of local and regional transit, and TDM programs. Implement Pedestrian & Bicycle master plan standards as projects occur.
Vehicle Miles Traveled (VMT) (Assumptions for EIR impact analysis)	VMT would increase, but amount of increase would be moderately reduced from historic rate.	Increase would mirror historic rate of increase	Increase would mirror historic rate of increase	VMT would increase, but amount of increase would be moderately reduced from historic rate.

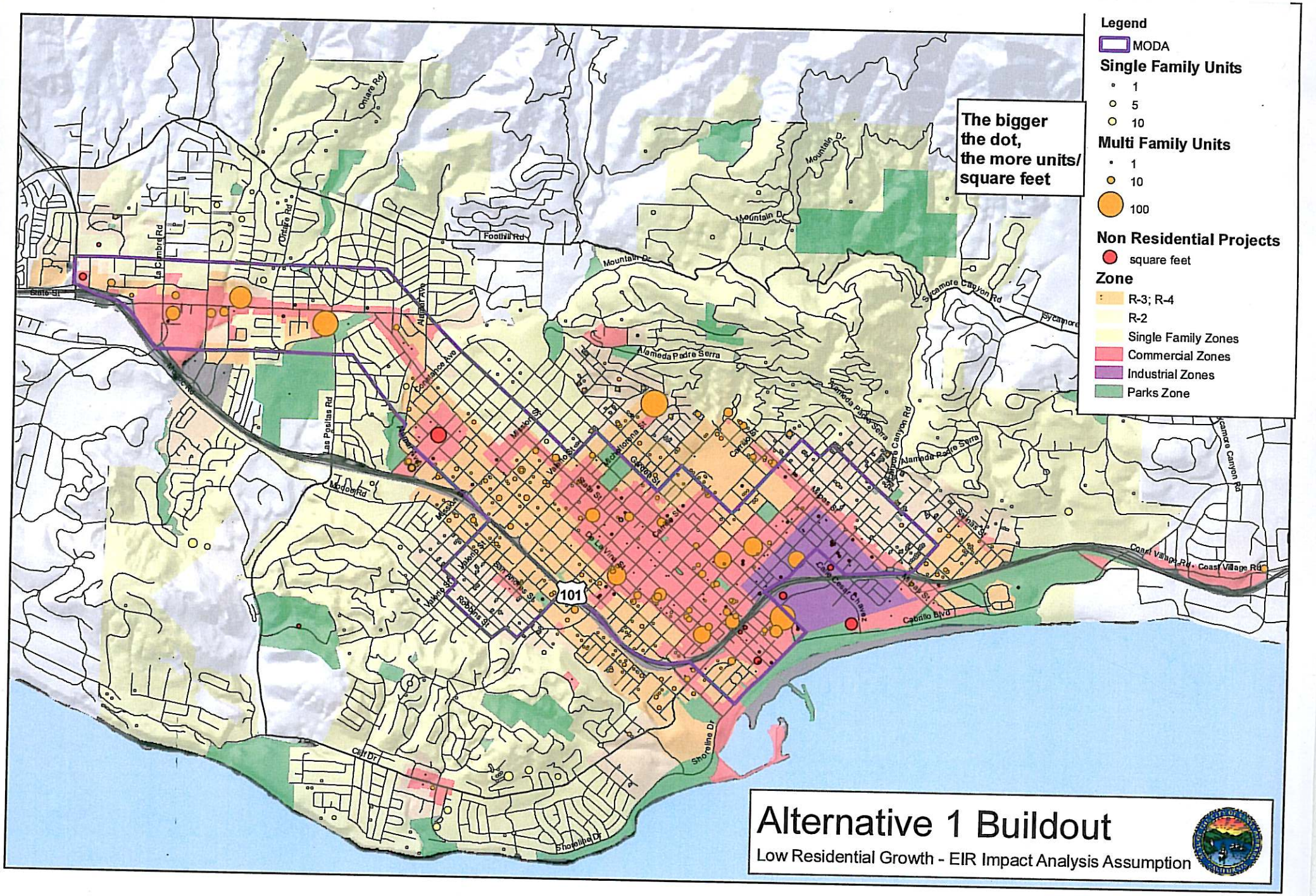
[2] The Extended Range projection uses the same policy assumptions as *Plan Santa Barbara* but extends the life of the plan to Year 2050 for discussion of a "full General Plan build-out" scenario. Projected Residential Growth would be 8,620 units. Non-residential growth would be 3,208,100 s.f.

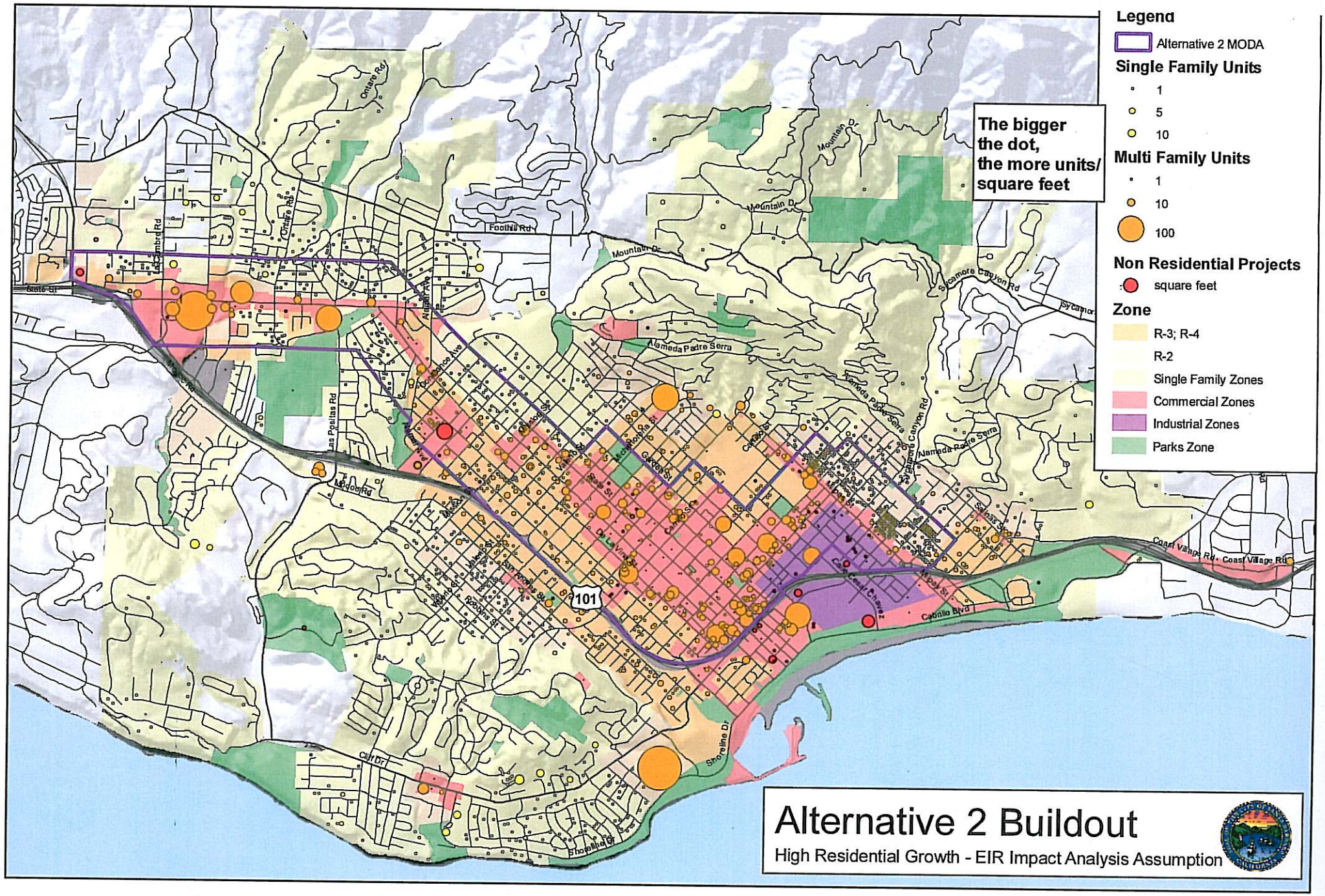
ATTACHMENT B




Legend
MODA
Single Family Units
1
5
10
Multifamily Units
1
10
100
Non Residential Projects
Zone
R-3; R-4
R-2
Single Family Zones
Commercial Zones
Industrial Zones
Parks Zone
The bigger the dot, the more units/ square feet
Plan SB Buildout
EIR Impact Analysis Assumption
101
Foothill Rd
Mountain Dr
Alameda Padre Serra
Sycamore Canyon Rd
Las Positas Rd
Modoc Rd
Cabrillo Blvd
Coast Village Rd
Shoreline Dr
Cliff Dr
Ontare Rd
La Cumbre Rd
State St

ATTACHMENT D




Legend
Alternative 2 MODA
Single Family Units
1
5
10
Multi Family Units
1
10
100
Non Residential Projects
square feet
Zone
R-3; R-4
R-2
Single Family Zones
Commercial Zones
Industrial Zones
Parks Zone
The bigger the dot, the more units/ square feet
Alternative 2 Buildout
High Residential Growth - EIR Impact Analysis Assumption
101
Foothill Rd
Mountain Dr
Alameda Padre Serra
Sycamore Canyon Rd
Coast Village Rd
Cabrillo Blvd
Shoreline Dr
Cliff Dr
Meadow Rd
Las Positas Rd
Ontare Rd
La Cumbre Rd
State St
Anacapa St
Santa Barbara St
Chapala St
De La Vina St
Castillo St
Salinas St
Cesar Chavez
Milpas St